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FOR US REP ICAO

E.O. 11652: N/A

TAGS: EAIR, ICAO, PORG

SUBJECT: AIRCRAFT NOISE

1. THE FOLLOWING MATERIAL HAS BEEN PREPARED FOR USE
WHEN C-WP/6343 IS CONSIDERED IN THE ICAO COUNCIL. US
REP MAY WISH TO ISSUE IT AS AN ADVANCE DOCUMENT AND/OR
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QUOTE SUMMARY - THIS PAPER PRESENTS A PROPOSED REVISION
TO RECOMMENDATION 7/1 OF THE FOURTH MEETING OF THE
COMMITTEE ON AIRCRAFT NOISE, FOR COUNCIL APPROVAL. THE
AMENDED VERSION WOULD SUPERSEDE REC 7/1. THE PROPOSED
RECOMMENDATION URGES ALL CONTRACTING STATES, WHERE
DETERMINED TO BE SUFFICIENTLY EFFECTIVE IN THE LIGHT OF

CIRCUMSTANCES PREVAILING IN THOSE STATES, TO BRING SUBSONIC JET TRANSPORT AIRCRAFT USED IN INTERNATIONAL AIR NAVIGATION INTO COMPLIANCE WITH ANNEX 16 AT THE EARLIEST PRACTICABLE DATE, WITH A GOAL OF OPERATING ONLY AIRCRAFT CONFORMING WITH ANNEX 16 BY 1 JANUARY 1985.

REFERENCES: SUMMARY OF INFORMAL MEETING OF THE MEMBERS AND OBSERVERS ON THE COMMITTEE ON AIRCRAFT NOISE TO EXCHANGE VIEWS ON THE U.S. AND ECAC POSITIONS ON NOISE CERTIFICATION REQUIREMENTS FOR NON-NOISE CERTIFICATED SUBSONIC JET AEROPLANES, C-WP/6343, AN 1/54.7 - 75/76, REPORT OF CAN IV, DOC 9133.

BACKGROUND - 1.1 C-WP/6343 PRESENTS STATES' REPLIES TO AN 1/54.7 - 75/76, INDICATING THEIR INTENTIONS WITH RESPECT TO INCORPORATION OF NOISE REDUCTION MODIFICATION KITS DEVELOPED FOR AFFECTED AIRCRAFT TYPES ON THEIR RESPECTIVE REGISTERS.

1.2 SEVERAL DEVELOPMENTS HAVE OCCURRED IN THE INTERVENING PERIOD SINCE COUNCIL LAST CONSIDERED THIS MATTER WHICH BEAR UPON COUNCIL'S CONSIDERATION OF STATES REPLIES TO AN 1/54/7 - 75/76, AND ITS DECISION UPON A FURTHER COURSE OF ACTION ON THE MATTER OF COMPLIANCE WITH ANNEX 16 NOISE LIMITS. SOME OF THESE DEVELOPMENTS ARE SUMMARIZED IN THE SUMMARY OF THE INFORMAL MEETING OF CAN MEMBERS AND OBSERVERS HELD DURING THE RECENT CAN V MEETING, WHICH HAS BEEN PRESENTED BY THE PRESIDENT. A SUMMARY OF PREVIOUS CAN RECOMMENDATIONS ON THE SUBJECT LIMITED OFFICIAL USE

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OF NOISE REDUCTION FOR NON-NOISE CERTIFICATED SUBSONIC JET AIRCRAFT, AND COUNCIL ACTION THEREON, IS ATTACHED FOR BACKGROUND.

1.3 FROM EARLIEST CONSIDERATION OF MEANS TO ACHIEVE FURTHER AIRCRAFT NOISE REDUCTION FOR IN-SERVICE AIRCRAFT, ICAO HAS FOCUSED PRIMARILY ON INCORPORATION OF NOISE REDUCTION MODIFICATIONS OF IN-SERVICE AIRCRAFT NOT MEETING ANNEX 16 OVER A RATHER CONSTRICTED TIME FRAME. MORE RECENT STUDY OF THIS SUBJECT SUGGESTS THAT ACCELERATING THE RETIREMENT OF OLDER SUBSONIC JET AIRCRAFT NOT MEETING ANNEX 16, AND REPLACEMENT WITH MODERN AIRCRAFT, INCORPORATING THE NEWEST ACOUSTIC TECHNOLOGY, IS THE OPTIMUM METHOD OF ACHIEVING MAXIMUM NOISE ABATEMENT. THE UNITED STATES ELECTED IN ITS RECENTLY PUBLISHED NOISE ABATEMENT OPERATING RESTRICTIONS, DATED 23 DECEMBER 1976, TO ACHIEVE NOISE REDUCTION BY REQUIRING FLEET COMPLIANCE WITH THE U.S. DOMESTIC EQUIVALENT OF ANNEX 16 BY U.S. DOMESTIC COMMERCIAL AIRCRAFT, ON A PHASED

BASIS, BY 1 JANUARY 1985. THE RULE TAKES FULL RECOGNITION OF THE ADVANCEMENT IN ENERGY EFFICIENCY, SAFETY, NOISE REDUCTION AND ENGINE EMISSIONS THAT ARE OFFERED BY NEW TECHNOLOGY AIRPLANES. THE RECENT AMENDMENT, THEREFORE, WAS INTENDED NOT TO FORCE THE MODIFICATION OF OLDER AIRPLANES, BUT RATHER TO ENCOURAGE EACH OPERATOR TO ADOPT THAT MEANS OF ACHIEVING COMPLIANCE BEST SUITED TO

HIS INDIVIDUAL ECONOMIC SITUATION. THIS MAY INVOLVE REPLACEMENT OF OLDER AIRPLANES BY NEW TECHNOLOGY AIRPLANES, THE MODIFICATION OF HIS CURRENT FLEET, OR A MIXTURE OF THESE OPTIONS. THE AMENDMENT IS INTENDED TO ENCOURAGE INTRODUCTION OF THE NEWEST GENERATION OF AIRPLANES INTO THE FLEETS AS SOON AS PRACTICABLE.

1.4 THE U.S. IS NOT ALONE IN THIS CHANGE OF EMPHASIS. AS THE SUMMARY OF THE INFORMAL MEETING HELD DURING LIMITED OFFICIAL USE

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CAN V NOTES, THE DIRECTORS-GENERAL OF THE EUROPEAN CIVIL AVIATION CONFERENCE (ECAC) MEMBER STATES HAVE REACHED A SIMILAR CONCLUSION AND HAVE, AS AN INITIAL STEP, FORMALLY RECOMMENDED THAT SUBSONIC JET AIRCRAFT NOT MEETING ANNEX 16 AND ADDED TO THE REGISTER FROM A SPECIFIED DATE (NOT LATER THAN 30 JUNE 1979) SHOULD NOT BE ALLOWED TO BE USED ON INTERNATIONAL FLIGHTS. ECAC EXPERTS ARE NOW MAKING A DETAILED STUDY TO SELECT A DATE TO RECOMMEND TO THE DIRECTORS-GENERAL AFTER WHICH ALL SUBSONIC JET AIRCRAFT USED BY THOSE STATES ON INTERNATIONAL FLIGHTS SHOULD BE REQUIRED TO MEET ANNEX 16.

2.0 INTENT AND APPLICABILITY OF PROPOSED REVISION TO REC 7/1.

2.1 THE PROPOSED REVISION TO RECOMMENDATION 7/1 OUTLINED BELOW TAKES ACCOUNT OF THE FOLLOWING FACTORS AFFECTING THIS SUBJECT:

A) THE GROWING ECONOMIC THREAT WHICH AIRCRAFT NOISE POSES TO THE VITALITY OF INTERNATIONAL CIVIL AVIATION IN TERMS OF THE SEVERE IMPACT OCCASIONED BY: I) THE INCREASED IMPOSITION OF AIRPORT CURFEWS; II) THE CURTAILMENT OF CONSTRUCTION PLANS FOR NEW, MORE EFFICIENT INTERNATIONAL AIRPORTS; III) THE EXPANDED IMPOSITION OF UNCOORDINATED NOISE ABATEMENT STRATEGIES, INCLUDING NOISE CHARGES; IV) THE HEIGHTENED LITIGATION AND INCREASINGLY LARGER COURT AWARDED DAMAGES ON ACCOUNT OF THE ENVIRONMENTAL IMPACT OF AIRCRAFT NOISE.

B) THE RECOGNITION THAT SOME ICAO STATES AND/OR

REGIONS MAY NOT YET HAVE AN AIRCRAFT NOISE PROBLEM AND THAT SOME STATES SUBSONIC JET AIRCARFT MAY NOT OPERATE TO OTHER STATES WHICH ARE EXPERIENCING AN AIRCRAFT NOISE PROBLEM.

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3.0 PROPOSED ACTION

3.1 THAT RECOMMENDATION 7/1 BE REPLACED BY THE FOLLOWING:

"COMPLIANCE WITH ANNEX 16 BY SUBSONIC JET TRANSPORT AIRCRAFT ENGAGED IN INTERNATIONAL AIR NAVIGATION

THAT ICAO, ENCOURAGED BY THE ACTIONS OF VARIOUS STATES TO ASSURE THAT ALL AIRCRAFT OF THEIR AIRLINE FLEETS COMPLY WITH THE NOISE LEVELS ESTABLISHED IN ANNEX 16, RECOMMENDS THAT ALL CONTRACTING STATES, WHERE DETERMINED TO BE SUFFICIENTLY EFFECTIVE IN THE LIGHT OF CIRCUMSTANCES PREVAILING IN THOSE STATES, IMPLEMENT A NATIONAL PROGRAM CONSISTENT WITH TECHNICAL FEASIBILITY AND ECONOMIC REASONABLENESS TO ASSURE COMPLIANCE BY ALL SUBSONIC JET TRANSPORT AIRCRAFT USED IN INTERNATIONAL AIR NAVIGATION WITH THE NOISE LIMITS SPECIFIED IN THE FIRST EDITION OF ANNEX 16 (AUGUST 1971) AT THE EARLIEST PRACTICABLE DATE, BUT NO LATER THAN 1 JANUARY 1985."

2. US REP SHOULD KNOW THAT WHEN ISSUING ITS DOMESTIC NOISE ABATEMENT OPERATING RESTRICTIONS, CALLING FOR A PHASED-IN SCHEDULE UNDER WHICH ALL SUBSONIC JET TRANSPORT AIRCRAFT ENGAGED IN DOMESTIC SERVICE MUST BY 1 JAN 1985 COMPLY WITH NOISE LEVELS SPECIFIED BY U.S. REGULATIONS, USG DID NOT APPLY THE 6-8 YEAR COMPLIANCE SCHEDULE TO U.S. AIRCRAFT IN INTERNATIONAL SERVICE OR TO AIRCRAFT OF FOREIGN CARRIERS. WITH RESPECT TO INTERNATIONAL CARRIERS, THE U.S. AVIATION NOISE ABATEMENT POLICY STATEMENT SAYS: "THE UNITED STATES WILL WORK THROUGH THE INTERNATIONAL CIVIL AVIATION ORGANIZATION TO REACH AGREEMENT WITH OTHER NATIONS ON MEANS TO ABATE AIRCRAFT NOISE." THE POLICY IS INTENDED TO PROMOTE EQUAL TREATMENT FOR FOREIGN AND DOMESTIC CARRIERS THROUGH INTERNATIONAL STANDARDS AND PRECLUDE ANY UNWARRANTED ECONOMIC ADVANTAGES OR DISADVANTAGES FOR LIMITED OFFICIAL USE

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COMPETING CARRIERS WHICH WOULD BE CREATED IN A WORLD

AIR TRANSPORT ENVIRONMENT CHARACTERIZED BY DIVERSE NATIONAL NOISE REQUIREMENTS. UNDER THIS POLICY, EVERY EFFORT WILL BE MADE TO OBTAIN ICAO AGREEMENT ON APPLICATION OF NOISE STANDARDS FOR EXISTING AIRCRAFT IN INTERNATIONAL OPERATIONS. IF IT PROVES IMPOSSIBLE TO OBTAIN INTERNATIONAL AGREEMENT ON ADEQUATE AIRCRAFT OPERATIONAL NOISE STANDARDS, THE U.S., IN ORDER TO PROTECT PUBLIC HEALTH AND WELFARE, WILL REQUIRE AIRCRAFT FLOWN BY CARRIERS OF OTHER COUNTRIES TO MEET FEDERAL AIR REGULATION PART 36 NOISE LEVELS AT THE END OF FIVE ADDITIONAL YEARS, I.E. BY 1 JAN 1985.

3. U.S. AIR NAVIGATION COMMISSIONER HAND CARRIED TO MONTREAL "RESUME OF ICAO ACTIONS RE COMPLIANCE WITH ANNEX 16 BY SUBSONIC JET AIRCRAFT USED IN INTERNATIONAL OPERATIONS", WHICH COULD BE APPENDED TO U.S. WORKING PAPER.
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